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**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**



THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a Ship-in-Bottle builder. For membership application, please write the Membership Chairman- DON HUBBARD, P.O. Box 550 Coronado Ca. 92118 USA. Annual dues are \$15.00 for both North American and overseas members.

ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 Freeport Dr. Springhill Fl. 34606 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcome. Deadline for submission is the second month of each quarter.

Jack Hinkley, President
Ray Handwerker, Editor
Don Hubbard, Assistant Editor, Treasurer, and Membership
Saul Dobroff, Technical Operations



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Cover Photo- The members line up and say cheese at St. Michaels. Jack Hinkley holds the logo.

The Bottle Shipwright

Volume 8, Number 1

TABLE OF CONTENTS

1989 Association Conference by Frank Skurka.....	2-7
Tapered Dovetail Mount by Don Fearson.....	8-11
Fabricating Miniature Angle Irons by George Pinter.....	12-14
U-Boat Plan by Charles Hand.....	15
From The Members.....	16-18
From The Editor.....	19
Photos.....	20-21 & Back Cover.....
Welcome New Members & Address Changes.....	19

FROM THE PRESIDENT

As you are aware Alex Bellinger and his staff had asked to be relieved of the Editorial work and production of our Journal THE BOTTLE SHIPWRIGHT for personal and career reasons so the slow and complicated change of command has been taking place and this issue is the first under the Editorship of Ray Handwerker who has taken up where Alex left off. Don Hubbard has consented to handle the Membership functions while other staff position will be selected by Ray as required. We are all grateful to Ray for picking up this assignment in order to keep the BOTTLESHIPWRIGHT alive and we owe him our thanks and all the support that we can give him to make it succeed. Thanks and good luck, Ray.

The second SIBMA Conference at St. Michaels was an outstanding event thanks to the untiring efforts of Bill and Betty Westervelt and staff working together with the Curator and staff of the Chesapeake Bay Maritime Museum. The program was an even balance of speakers and time to "show and tell" the wonderful works that were brought by the attending record numbers of members in attendance. Refreshments were constantly on hand during the sessions and were delicious and welcome. The Museum provided a hall that was new and large and cool and had presented a beautifully prepared display of models sent by our members in the Museum for the public to view during the months of June through October until the close of the Conference. The crowd was great and the setting could not have been more nautical. The weather was warm and cooperative which adds up to a great time was had by all and before we left there was talk of the THIRTY SIBMA Conference to come. Many, many thanks Bill and Betty for your untiring effort.

Welcome aboard to all of the new members we are happy to have you with us and we encourage your participation in the art of building ships-in-bottles in whatever way you can contribute. As world renowned bottle of ships, Ralph Preston the Squire of Winoski, Vermont is wont to say "...LET THE BOTTLE".

In conclusion I send sincere but belated SEASONS GREETINGS to each of you and hope that you had happy time. For personal reasons I was unable to prepare and produce my personal annual greeting card..please forgive. Jack

Material for the editor should be sent to.

Raymond Handwerker
5075 Presport Dr. Springfield Fl. 34606

1989 ASSOCIATION CONFERENCE

FRANCIS J. SKIRKA, SEAFORD, NEW YORK

The Chesapeake Bay Maritime Museum of Saint Michael's Maryland, U.S.A., hosted the second Ships In Bottles Association of America Conference on the 13th through 15th of October. The Museum generously provided an excellent new and modern facility in the meeting room of the future propulsion building. Bill Westervelt of Hampstead, Maryland, worked long and hard with Museum officials not only to set up the Conference, but to arrange a 3 month ships in bottles display in the Museum, which was well received by hundreds of visitors.

There were 34 attendees, many with their wives. Of this number, 26 were members from Massachusetts, Maryland, Pennsylvania, New York, New Jersey, New Hampshire, South Carolina, Virginia, Florida, Michigan, Illinois and Ontario, Canada. I have no data on the 8 non members.

On Friday night, at an informal gathering and social hour, modelers checked in and registered and set up their models either for display or competition. Some with several models, set up for both. Bill Westervelt convened the meeting and introduced Alex Bellinger of Westburyport, Massachusetts, as the moderator. Introductions among participants were made and Alex gave a short presentation of the schedule of events. Judging then took place.

The judges selected for the competition were: Jack Hinkley, President of The Ships In Bottles Association of America, from Corapolis, Pennsylvania; Mr. Richard J. Dodds, Curator of The Museum from Maryland; and this writer from Seaford, New York. The judges did not consult with each other and judged the entries independently. It was felt that this would be in the best interest of the competitors. According to the fairness doctrine, judges were not entered.

A modified form of the National Judging Standard, which allowed for the following point system of scoring was used:

Craftsman Ship	:	0	-	120 Points
Degree of Difficulty	:	0	-	80 Points
Scale Accuracy	:	0	-	80 Points
Skill	:	0	-	80 Points
Presentation	:	0	-	40 Points

The highest possible score was 400 points. The models were numbered and the builders unknown to the judges. Fifteen models were placed in competition.

On Saturday morning, Jack Hinkley gave a brief presentation on the coming events for the next two days and set the stage for the technical sessions to follow. Prior to this the conferees had time to circulate, view the models on display, consult with each other, meet old friends, and make some new ones.

Alex Bellinger's technical presentation on how he builds hulls using the plank on block technique with a hollowed out hull was highlighted by his slides and mastery of the language. He very carefully described this exacting process and had clipper ship models to illustrate the technique. His "Newsboy" on the building stand, at the display table, made a perfect example of the finished product.

C.L. (Don) Bradley of East Peoria, Illinois, spoke about his techniques and related how at an early age, during the Great Depression, he learned ship bottling from an itinerant man who built hulls from pecan shells, hinging the masts through the deck. Rigging was done through the hawse holes, with sails made of wood. Certainly, a unique and interesting approach.

After the lunch break, Alex introduced Harold Whiting, who gave a simply delightful, witty and down to earth talk on a specialty, that as far as I know, only he does; he fills bottles with trucks, buses, and vehicles of all types. He showed and explained how each part of the chassis, wheels, cab body, etc. is made and assembled inside the bottle. What is most spectacular about Harold's work, is that there is hardly any space left in the bottle after the vehicle is inside and he does it with the simplest of tools!

The rest of the afternoon was spent as free time with most people "shootin' the breeze" or visiting the museum, an 18 acre complex on St. Michael's Navy Point Peninsula. The many buildings and exhibits include the following:

- The Chesapeake Bay building which is a colonial residence, housing a Crabbing Skiff under sail, numerous models, paintings, artifacts and memorabilia regarding the geological, cultural, and historical peop of the bay, from prehistoric times to the present.
- The Waterfowling Building houses extensive collections of decoys, guns, ammunition and numerous paintings, photographs and equipment associated with gunning, both for commerce and sport from the early times to the present.

- The Corn Crib is an 18th century workshop sheltering the museum's collection of gunning boats.
- Hooper Straight Lighthouse, the Museum's logo, is a real screwpile or "cottage" lighthouse which has moved from its original location 40 miles south of St. Michaels. It is one of three remaining working lights left on the bay and is used for identification rather than navigation.
- The small boat shed houses over 200 types of small work and pleasure boats found on the bay and includes an exhibit of sea-food harvesting.
- At the docks, the museum's famous floating fleet includes: "Edna E. Lockwood", the last working log built bug-eye afloat; "Rosie Parke", a fast, well known skipjack; "Old Point", a crab dredger; and "Mr. Jim", a replicated yacht buy boat.
- The boat shop is a working shop, where skilled builders maintain the museum's historic collection and restore others, using traditional wood ship building procedures.
- An aquarium, museum store and the Dodeon House Library housing the 3,500 volume Howard I. Chapelle Memorial Library, round out the museum complex. Mentioned earlier, the new propulsion building is part of an expansion program called the "Pogg's Landing" complex which will house many steam and gasoline engines used in boats of the bay. In addition, a 130 seat auditorium is planned.

The museum is certainly a very fine complex and the staff were very cooperative and gracious with the Ships in Bottles Association of America and its members.

The Saturday night banquet was held in a fine local restaurant overlooking the harbor and it was intended that the winners of the competition would be announced and the awards presented. This was not to be. The place was very busy and the group was spread all over the nautically decorated dining room. With the good food, good spirits (liquid) and the exuberance of the diners, it was decided to postpone the ceremonies until Sunday morning. The food was excellent.

Sunday morning began with Don Pearson of Deep Haven, Minnesota, explaining the unique way he bottles his models. Using a locking dovetail taper, male/female jointed cleat, he bonds the hull to the bottle for a very strong joint. Using a wide array of specially designed tools (which he had on display), he constructs his models and places them in hand blown bottles, custom made to fit the model. After the model is in the bottle, he then adds special epoxy materials to create a very realistic looking sea. All of these special procedures produce a fine looking model.

Jack Hinkley began his next talk by stating that he was going to announce the competition winners. With beer perked outside, engine running and bags packed for his immediate departure. More than once, Jack brought the house down with his dry wit. As each winner was announced, he presented them with a fine, large walnut-braes plaque engraved with the appropriate description and ranking.

- First Place: C.L. (Don) Bradley, 387.6 Pts: A dock yard plank on frame model of H.M.S. "See Horse" in a 5 1/2" rose globe. The model is on a stand, sitting on a mirror inside the globe. The mirror is supported by a spool surrounded by see horses. The entire assembly is on a mahogany and rope base. The carved figure head, scrolled quarter galleries, walnut frames and beech planks make this a unique model.
- Second Place: George Pinter, Halifax, Massachusetts: 381.3 Pts.: A diorama dock side scene of the whaler "Viole" fitting out for sea, in a 1/2 gallon Haig and Haig "pinch" bottle. The diorama includes 17 tiny figures working on and around the vessel with one painted figure in the window of a warehouse. The hull and wharves are planked with numerous tools, wagons, keels, barrels, etc. This spectacular work was documented and photographed in "The Bottle Shipwright", 1969, No. 2, Vol. 7, Pages 9 - 12. George spent 650 hours to create this piece.
- Third Place: Don Pearson, 371.7 Pts.: A model of the full rigged clipper "Cutty Sark" in a hand blown, custom made 1/2 gallon, annealed Pyrex bottle made by Eugene Lutter. Don spent 120 hours on this piece and used 231 yards of various line with 267 individual lines pulled, glued and cut. The hull is of holly (ilex opaca), spars of boxwood, flams hardened to remove burrs, and the bottle base is solid cherry, hand rubbed with tung oil. The sails are made of "Cranes Crest" white laid ray bond No. 20 paper, with vertical water marks, treated with sealer to simulate



Association President Hinkley with the winners I/R Don Pearson
C.L.Bredley, George Pinter, and Jack Hinkley.

seil cloth. The ssa is a 2 part #0212-4, zero shrink, epoxy putty with blue color dispersion for the blue base color. See "The Bottle Ship Wright", 1989, No. 1, Vol. 7, Page 22.

With regard to the scoring, it is interesting to note that the point spread between the judges ran as follows:

- First, 15; Second, 26; Third, 45; Fourth, 50; Fifth, 50.
- By any standards, this is pretty close, in a 400 Point range.

After the awards were made, Jack presented all participants with certificates and gave a short talk regarding the friendships he had made over the years with other ship bottlers from all over the United States and the world. Communicating with friends in such places as Japan, Europe, Australia, India and several other countries. "Bottle Ship Equals Friendship" was an appropriate phrase that Jack used to equate the bonds formed by people who have a commonality in their hobby. Language is no barrier. The art of bottling models speaks a universal language.

Alex Bellinger then closed the conference and the group participated in round table discussions, a raffle drawing and parting remarks and farewells.

There are two significant observations I would like to make regarding this type of endeavor. First, the quality and excellence of the models gets better each time and I wonder how much further toward perfection can the mind and hand go? Many of the models on display (not in competition) were as good as those in competition and all hands can take pride in the work they produced. Incidentally, there were an additional 34 models on display. These models reinforce what I have known for a long time - There is no limit to the human ability to create finely detailed, exquisite works of art. Secondly, Jack Hinkley hit the nail squarely on the head - friendship. I for one, have made several friends through the Association with whom I communicate regularly either by phone or letter. I made some new ones at this convention. This, cannot be measured. "Wall Bona" and three cheers to those who made this convention a success:

- Bill Westarvelt and his charming wife for the time and effort and the coffee, buns, pastarias at all that kept the appetite under control.
- Richard J. Dodds, the curator, and his staff for the use of the hall.
- Alex Bellinger and Jack Hinkley for piloting the sessions on course.
- And last but not least, the speakers: C.L. (Dom) Bradley, Harold Whiting, Don Pearson and Alex Bellinger.

ACCEPTING THE AWARDS ARE :

C.L. (Don) Bradley



George Finter

Don Pearson



Tapered Dovetail for Mounting a Ship in Bottle Model
by Don Pearson.

One of the biggest problems I have encountered was a good way to mount a ship inside of a bottle without a base. This seems to be a problem for a number of ship in bottle builders.

After looking at all the requirements, I felt I needed to make it simple and controllable. I came up with the tapered dovetail method.

It gives me complete control of the height of the model when I put it inside the bottle. I have worked with only .015 clearance from the top of the highest mast to the inside of the bottle without a problem.

Using this method, I can have my workstand outside the bottle with the same taper as the insert inside the bottle. This allows me to be able to fit the ship at different stages in the bottle by taking it off the workstand to check what has to be done inside the bottle. Then I can remove it from the bottle and put it back on the workstand with ease.

To make things simple, I make all the workstands with the same taper, and all the inserts with matching taper.

The system is made of two sections. The lower section is the one that mounts to the inside bottom surface of the bottle. This is the female section. The upper or male section mounts to the underside of the hull. This also allows a ship to be put in the bottle at an angle.

By canting either the female dovetail piece or the male piece, whichever suits your needs.

The lower section is the height controlling piece. The top surface is also the waterline. From this surface all dimensions are taken to the top of the inside of the bottle. This is the room I have to work with inside the bottle. Insert height depends on the type of ship and bottle combination you are working with. Scale is developed from here. The lower section is made up of three pieces consisting of the lower main piece that is bonded to the inside of the bottle and about 1/8" less in height than the total height. The two remaining pieces are rail sections that are tapered inside and mounted at an angle, smaller width being in the back end. They are positioned from the male section as far as location and fit. After fitting they are pinned and epoxied in position. In cross section, the taper is wider at the bottom than the top.

The upper section or male section is a narrow strip with a matching taper. This is secured to the underside of the hull with epoxy and/or screws. The thickness is usually thinner than the height of the female section, which allows lines to be passed through this area and out the front of the bottle. At times it might be necessary to relieve the surface between the two rails if more space is needed for pulling lines. Small brass screw eyes can be screwed to the bottom side of the male piece to help guide lines for insertion.

It makes things much cleaner.

When the complete insert assembly is made and fitted outside the bottle, and location has been determined between the ship and insert as well as the position of the insert assembly to the inside of the bottle a hole is made through the side of the dovetail on the insert and through the male section.

TAPERED DOVETAIL CON'T

This hole will later be used to accept a brass pin that will secure the ship to the base insert. The pin is "L" shaped with both ends slightly tapered. One end will fit into a long handle that is used to insert it in place. The other end will go through the set of holes in the dovetail. The insertion tool is pulled back out when the pin is in its location and pointed down. It will later be covered with simulated water of epoxy or putty and secured in position.

Varnish or seal both sections of dovetail except the area at each end of the bottom insert that is applied to the bottle, to protect from moisture. This is left bare wood for good adhesion of the epoxy. This surface is also marked with fine saw cuts to provide additional surfaces for the epoxy to hold onto.

The space between the bonding surfaces is relieved slightly, about 1/32" and is flat.

This provides room for writing the ships name, dating, etc.

It also allows for any uneven surface of the bottle.

The average insert takes about 45 minutes to complete, but it is important to remove all burrs. #000 steel wool works fine for this purpose. Any fuzz or burr that might be around to grab a line will. According to Murphy's Law.

For putting the insert into the bottle with epoxy on the bottom, a tool shaped like a fork and fits into two holes in the front ends of the inserts will be helpful. It can be used to maneuver the insert into position and left until the epoxy is dry. Remove it by pulling it out.

If you slightly taper the entire insert assembly so that it is smaller on top, the epoxy will have a greater holding surface.

It might also be helpful to mark with an arrow towards the front of the bottle, just in case you happen to get it in backward.

A line denoting position of the insert marked on the side will help you set it in the proper position in the bottle. I like to relate it to a position on the stand underneath the bottle that I can actually see with the bottle located in a specified position that was previously determined in the early stages of fitting.

I recommend the use of hardwoods, such as Cherry, Holly, or birch as I have access to these woods and find them stronger and easier to work with.

Anyone having any questions in regards to this method is invited to write me at ;

Don Pearson
Miniature Marine
3715 Laurel Dr.
Deephaven, Mn. 55391

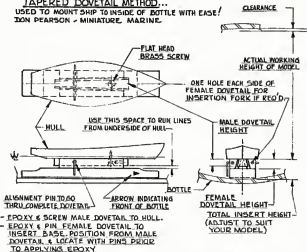
or call at (612) 475-2831

(editors note)

Don demonstrated this method at the 89 association conference. It works well and does not appear to difficult to master.

TAPERED DOVETAIL METHOD...

USED TO MOUNT SHIP TO INSIDE OF BOTTLE WITH EASE!
DON PEARSON - MINIATURE MARINE



NAME OF SHIP...
... SPECIAL MESSAGE....
YOUR NAME / DATE / NUMBER

BOTTOM VIEW OF INSERT AS VIEWED FROM OUTSIDE OF BOTTLE.

APPROXIMATE .5" AT EACH END FOR EPOXY MOUNTING SURFACE. (DO NOT SEAL THESE SURFACES)

BACK SAW SLOTS TO RETAIN & HOLD EPOXY.

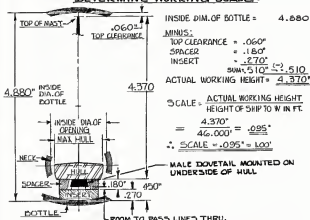
RELIEVE CENTER SECTION TO ALLOW FOR ANY WRITING OR MESSAGE YOU WANT TO ADD.

NOTES/

1. SUGGEST USING HARDWOOD ON DOVETAIL MEMBERS.
2. A SIMILAR DOVETAIL SET-UP MAY BE USED ON A WORKSTAND OUTSIDE THE BOTTLE. THIS ALLOWS YOU TO DO ANY FITTING & QUICK INSERTION & REMOVAL FROM THE BOTTLE AS REQUIRED. THE DOVETAIL WORKSTAND WILL PERMIT PROGRESSIVE WORK ON YOUR MODEL TO BE DONE WITH EASE.
3. SEAL ALL BARE WOOD WITH A SEALER TO PROTECT FROM MOISTURE.
4. REMOVE ALL BURRS USING 000 STEELWOOL.

SHIP-IN-BOTTLE MODEL:

DETERMINE WORKING SCALE:



EXAMPLE:

ACTUAL SHIP SIZE IN FT. \times SCALE = MODEL SIZE IN INCHES

TOP OF MAST TO WATERLINE	46'-0"	.095"	4.370"
O.A.L	35'-0"	"	3.325"
BEAM	11'-0"	"	1.045"

THE KNOWN SHIP DIMENSIONS ARE ALL MULTIPLIED BY .095" SCALE DIMENSION FOR ACTUAL MODEL DIMENSIONS. DIMENSIONS NOT KNOWN WILL HAVE TO BE CONVERTED TO FEET & MULT. X .095" OR HAVE DIMENSIONS PICKED OFF THE PHOTO REDUCTION PLAN AS DIRECT DIMENSIONS.

Fabricating Miniature Angle Irons

by George Pinter

During the course of modeling various items you may find a need to simulate iron work. Making flat stock such as iron straps is a relatively simple task, and even short sections of 90 degree angle iron may present few problems. However, there might come a time when you must take that little angle iron and bend it to form a right angle. I hope this information will simplify it for you.

Angle irons can be simulated with paper or card stock of appropriate thickness to maintain proper scale. To form the angle iron itself, cut a paper strip twice the width needed. That is, the width of the paper strip must be the total width of both sides of the angle. Figure 1.* All cuts should be done with a sharp blade and a straight edge guide.

*When working with real steel it is customary to allow for the thickness of the metal. For example, if the steel to be bent is 1/8" thick, this thickness must be added to dimension C. ($A + B + 1/8" = C$) This is to compensate for the bend. If not done, the finished bend piece will be smaller than desired. Working with such thin products as paper presents no problems in this area.

The strip can now be bent lengthwise to form the angle iron. Measure the width of the paper at each end and mark the exact center. Using a straight edge, again, line it up with the center mark and carefully begin to bend the paper. Once the fold has begun, you can dispense with the guide and crease the paper sharply to form a nice clean corner. Figure 2.

Heavier paper, such as card stock, sometimes requires an additional step. This consists of lightly scoring the paper down the center line before bending. Such scoring should be done lightly with a dull blade. You don't want to break through the material, just break some of the fibers to make the bend easier. The paper should be bent so the score is on the inside of the bend. Figure 3. Normally the paper will retain its shape after bending. A drop of super glue rubbed along the crease will strengthen it and make the angle more rigid. As this adhesive tends to flow through the fibers by capillary action, caution must be used lest the entire angle become too rigid for further work.

Once the angle irons have been formed, they can be further worked just as real angle iron is notched and bent, into 90 degree corners. For purposes of illustration, we shall now form an angle iron into a square, such as might be found reinforcing the base of a structure. Figure 4.

Begin at the first corner (end) which is cut at a precise 45 degree angle. This will ultimately become the 4th corner. Figure 5. Now measure the distance from point A (Figure 5) to the center of the next (B) desired corner. Mark this spot perpendicularly across the angle iron. From this line again measure the distance to the succeeding angle and mark it. Lay out and mark the center of the third angle. The stock should now look like Figure 6. (Important: Remember, the outside dimensions of the iron to be framed are the inside dimensions of the formed angle iron.)

Using each of the center lines as a guide, lay out 45 degree angles from each side of each center line, then cut out these parts to form notches. Figure 7. Trim the final end at 45 degrees since this is the mating half for the initial corner begun in Figure 5.

The stock can now be bent at the apex of each triangular cut. It is important to center the bend as accurately as possible. The ends may be joined together, and when set, cement the other corners to secure them. Depending on what you are making, and how it will be used, you might find it desirable to form a simple jig with pins to help retain the shape while gluing the corners. Figure 8.

Again, depending on your situation/use, you may want to reinforce the corners. This is easily done with a drop of glue and a tiny piece of tissue across the corner joint. This should be done on the underside where it will not show. Figure 9. In actual practice you might find it easier to glue the angle directly to the part it's intended for,

going and forming as you go. This is fine. The major disadvantage to this is that it is more difficult to paint the angle iron, if it is to be a different color, once it is installed.

A variation of the angle just discussed is shown in Figure 10. Such an item might be a supporting/installation bracket of some sort. In this instance the corners are laid out and cut the same as before with this difference: do not cut the two ends at 45 degree angles. Take note that the lines laid out for the corners of the notches must also be marked on to the uncut side. Figure 11. This is necessary because after cutting the angles, the stock will be bent along these guidelines. Figure 12, resulting in the flange in Figure 10. One end of the notched side should be left slightly longer as shown in Figure 13. This will allow for an extra flap which can be bent to strongly form the last corner. Figure 14.

Authors note: While the foregoing discussion concerns making clay angle irons and other "iron work", the same techniques can be used for modeling other forms, such as small wood trim on deck houses, etc.



figure 1

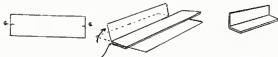


figure 2



figure 3



figure 4

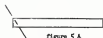


figure 5 A

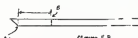


figure 5 B



figure 6

(13)

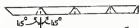


figure 7

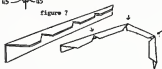


figure 8



figure 9



figure 10

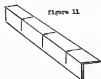


figure 11



figure 12

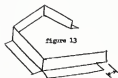


figure 13



figure 14

FROM THE MEMBERS

GEORGE FINTEN sent me a copy of a letter he received from Abe Taubman of Taubman Plans Service. Abe is the Coordinator of the annual model exhibition to be held August 25th and 26th 1990 at the 1000 Islands Shipyard Museum in Clayson, New York. The gist of the letter is that he is trying to spark more interest in SIB's at the various shows he attends around the country. Anyone interested in participating in or attending the show should write to Abe Taubman at: TAUBMAN PLANS SERVICE, 11 College Dr. P.O.Box 48 Jersey City, New Jersey 07305 or call him at (201) 435 5205. Abe is also interested in getting a speaker for the 1991 show.

GEORGE FINTEN has also agreed to keep up his Let George do it column for now. So anyone having any sort of problem connected with building SIB'S write to him directly. The Address is 199 Elm Street Halifax, Ns. G2R3S8.

HOWELL THOMAS dropped me a note recently to inform the members of an upcoming (summer 1990) New England Bell TV Ad. It will feature an elderly gentleman pulling the threads on a SIB of his. He wishes to express his thanks to whoever referred the Ad Agency to Don Hubbard and to Don for referring him. He also stated that he was working under the tightest deadline he has ever seen. (we know about that don't we George)

DON HUBBARD should by now be pulling his hair out or his shoes and socks off. He graciously consented to take over the job of treasurer when someone else leaped forward with his hand raised to take the job. Don claims he has trouble balancing his own checkbook. Welcome to the club Don.

CHARLES HEND by now has finished the restoration of his home in South Carolina. It was kind of Mother Nature to send over HUGO her crack demolition's expert to remove all the old shingles wasn't it. Sorry Charles but if it had hit here, I'D be writing this under water from the middle of the Gulf of Mexico, if not from Cu.

JACK Kai-Oho HINKLEY is busy building his entry, a 38 footer for the OC competition this year. In his spare time he also did a 3 minute TV spot for the local news show. (Pittsburgh) and did a SIB presentation for his daughters learning disabled handicapped class. This month he is doing another presentation at the local senior mens club. And in the near future his SIB'S will be part of an activity the local Coast Guard unit is planning. And last but by no means least, Jack officiated at the SIB conference in St. Michaels Md. and assisted as one of the judges. Oh yea Jack, my model did come back from Japan. Ironically it was only about 50 miles away from us sitting in a customs shed in Washington D.C. And I know I could have picked it up in time for the judging.

BILL WESTERVELT has been discussing the idea of a permanent rotating display of SIB's at the Chesapeake Bay Museum in St. Michaels with the curator Mr. Dodds. The idea is to have 12/15 models of the members on display for a period of 4 months. Sounds good Bill, let me know when you work out all the details. Anyone else interested? write to Bill at 2205 Green Haven Way Hampstead Md. 21074 and let him know.

FROM THE MEMBERS

ROBERT LARSON is looking for any information he can get on a British ship the S.S. Galdania. If anyone of you can help him drop him a line at P.O.Box 533 San Clemente, Ca. 92672.

DON PEARSON has some nice pieces of walnut, cherry and mahogany for sale. sizes are 3 1/4 x 5 3/4 x 13/ 3/4 " with pieces from 1/2" to 3/4" thick. 1/2 to 2" wide and lengths from 10" to 13 1/2". He is asking \$15.00 per box plus U.P.S. Shipping charges. The box weighs about 6 pounds. Don sent me a box and it is worth the price. You can order from him direct at 3715 Laurel Dr. Deephaven, Mn. 55391. Or call him after 6:15 p.m. at 612-475-2831. Don also has some Haig & Haig (small) pinch bottles 3/8" i.d., neck size x 17/8" high. Wants enough to cover shipping on these. He would also like to see a swap column in B.S. and I must agree with him we are pack rats.

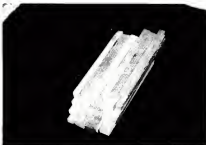


Photo above is of the wood don has for sale. He also referred to some light bulbs (with the works removed if anyone is interested.

HERB MANLEY wrote in with his method for drying linseed oil based putty. He writes ; an excellent source of dry heat is right in your kitchen. The refrigerator. I tape the (round) bottles with the sea mixture inserted to a temporary stand and insert a large mouth funnel into the neck and tape it securely to the bottle. Prior to that I stretch a length of ladies panty hose over the opening and secure that also. It is then placed directly in front of the exhaust vent that runs the length of the refrigerator at the very bottom.

Works very well and takes 5-7 days to do the job.

I don't know herb, using my wife's black eye shadow to make black smoke draw more flak than I expected. Think I'll stick to casting resin for my son.

FROM THE MEMBERS

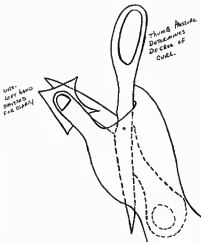
RICH CHORBA of Pa. sent in his suggestion/method for producing the wind filled "bumping" effect on paper sails.

" Hold the top edge of the sail in one hand and run one blade of a pair of scissors across the back side of the sail, guiding with your thumb on the top side."

The curl is uniform and will stay in place.

Too much curl? No problem. Turn the sail over, repeat the procedure and take some curl out.

Rich claims to have found this method more effective than the roll around a dowel method.



Thanks for your input guys. Please keep it coming. Without it there will be no Bottle Shipwright.

FROM THE EDITOR

As the new year/decade begins, let me first wish all of the members and their families a healthy, happy, prosperous new year. All the best.

Next I think I speak for all the members, both here and overseas, when I wish Alex Bellinger all the best. Alex did a superb job under difficult conditions, until personal pressures forced him to step down. Alex ya done good.

I only hope I can do as well.

Steve Hahn also is not to be forgotten for his untiring efforts to keep the books straight and the membership list up to date. Well done Steve. Don will do as well if he doesn't run out of fingers and toes.

Bill and Betty Westervelt also deserve the highest praise for the job they did setting up and running the convention at St. Michaels in October. Those of you who were able to attend know of what I speak.

Anyone out there who wants to start setting up the next one, contact Bill, I know he will help.

All in all 1989 was an eventful year, with the expo. in Japan ably handled by Juse Okada. The logistics of which boggle the mind. The meeting in Maryland, and the changing of the guard of the association. Not to mention the sudden loss of two members, Peter Bongo, and George Dansky.

Since this is my first attempt at this type of endeavor I hope that you the members will bear with me until I get my act together. I will welcome any help I can get, and all forms of constructive criticism.

To all of you who wished me well, Thank You.

Now lets get bottling.

NEW MEMBERS AND ADDRESS CHANGES.

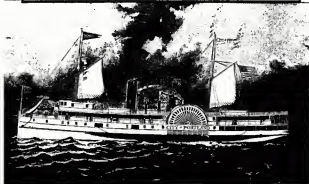
.....
Bert Faino, of 48 First Ave. Rossmore Western Australia ..6155
is a new member. WELCOME ABOARD.

Address Changes.

.....
Robert Larson ..His new address is; P.O.Box 533 San Clemente, Ca.
92672

Zip Code Changes.

Bill Johnston of 339 Summit Ave. Langhorne Pa. New Zip . 19047
Ray Handwerker of 5075 Freepert Dr. Springhill Fl. 34606



Painting by William R Davis. Mystic Maritime Gallery, Mystic, Conn.

A few months ago a friend of mine and fellow model builder came to me and expressed an interest in building a ship in a bottle. He is Bob Welch of Brooksville Florida, and while he has experience with model aircraft as well as large scale model ships, he had never built a ship in miniature or in a bottle. I loaned him Don Hubbard's new book and a bottle, and below is the result of his first attempt. Bob is the President of the Suncoast Shipmodel Society, of Spring Hill Florida.



Schooner Elvencoe in Bottle (Hook & Eye) with large scale Model behind. Sea is Casting Resin.



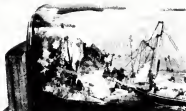
Another view with plane as a backdrop. Base is a piece of cedar

THE OLD MILL CIRCA-1890
CHESAPEAKE PLATTIE and OYSTER PIRATE



By Ray Handwerker in a 1 gal. Johnson Walker Red bottle. Building time 2000-2500 hours. Bottle is 15 1/2" Long x 5" High x 5" wide. Displayed at TSU City Japan, August 1989. Stand is Walnut. Wharf is River rock over cardboard fern, with sand. Approx. 1500 shingles cover the buildings and out houses, made from 3x5 file card. View is from back side.

Fintere place has 2 pool tables, and pool cue rack. bar mirror, liquor cabinet with bottles. Bar, with 12 bar stools. 2 patrons. Fire place at far end. Chesapeake Plattie in back ground. Windows are clear plastic. All buildings simulate clapboard const.



Old Mill and Elvies with Water Wheel. 13 Pieces. Background is sand over cardboard. Tross are Grape myrtle twigs with model R/R foliage. Spray is cotton. Water is casting resin. Model appraised at \$15000.

Photos by Japanese SHIPS IN BOTTLES ASSOCIATION